

Sample's Crossing Bridge  
Spanning the Judith River  
Danvers Vicinity  
Fergus County  
Montana

HAER No. MT-19

HAER  
MONT.  
14 - DAN V,  
2 -

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Engineering Record  
National Park Service  
Department of the Interior  
Washington, D.C. 20240

HISTORIC AMERICAN ENGINEERING RECORD

Sample's Crossing Bridge

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Location: Spanning the Judith River 3 miles north of Danvers, Fergus County, Montana.

Date of Construction: 1899

Present Owner: Fergus County  
Fergus County Courthouse  
Lewistown, Montana 59457

Present Use: Vehicular Bridge

Significance: In 1895, the Fergus County Commissioners asked for bids to repair and replace spans of the Sample's Crossing Bridge over the Judith River on the Lewistown-Fort Benton Road. Bids were received from O.E. Peppard of Missoula, W.S. Hewett of Minneapolis (later to become the Security Bridge Co. of Minneapolis and Billings) and others, including the winner of the contract, the Minneapolis office of the King Bridge Company of Cleveland, Ohio. M.A. Adams was the King representative and in 1899 he proposed to replace the entire Sample's Crossing Bridge with a single-span, moving the then current spans to Ross Fork Creek and Sage Creek. The Commissioners accepted his proposal and a 150-foot, pin connected, Parker through truss span was built by the King Bridge Company for \$6200. M.A. Adams went on to form his own Minneapolis-based bridge company and built several other bridges in Fergus County. The 1899 King Bridge Company span was replaced by a concrete bridge in 1948. However, the superstructure was never removed and still stands next to the concrete spans. The superstructure is as follows: lower chord is eyebars; verticals are two laced channel sections; diagonals are eyebars and turnbuckles; inclined end posts are a continuous steel plate riveted atop two channel sections with lacing bars riveted to the lower flanges and the rest of the upper chord is two laced channel sections. Portal bracing is of angle sections and sway bracing is of laced struts and short knee braces. Steel I-beam floor beams are connected to the superstructure with U-bolts and

the deck and stringers no longer exist. The span is supported by pairs of concrete piers encased in riveted steel plate cylinders. Movement in the bank had displaced the piers, bringing about the necessity to replace the bridge in 1948.

Transmitted by:

Kevin Murphy, Historian HAER, 1984; from data compiled by Fredric L. Quivik, 1979

ADDENDUM TO  
SAMPLE'S CROSSING BRIDGE  
Spanning the Judith River  
Danvers Vicinity  
Fergus County  
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